

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8123

號一廿月正年二統宣

WEDNESDAY, MARCH 2 1910.

三拜禮

號二月三英港香

\$56 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$5,000,000
RESERVE FUNDS
Sterling \$1,000,000
Silver \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$5,000,000

COURT OF DIRECTORS:
H. E. Tomkins, Esq., Chairman.
G. Balloch, Esq., Deputy Chairman.
J. W. Bannock, Esq.
Hon. Mr. W. J. Gresson
G. S. Gubbay, Esq.
F. R. Lammiman, Esq.
F. Lieb, Esq.
G. H. Medhurst, Esq.
M. Shillim, Esq.
R. Shewan, Esq.
H. A. Sleib, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 2nd March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1825.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO, KOBE, OSAKA, YOKOHAMA, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:
For 12 months, 4 per cent. p.a.
" 6 months, 3 per cent. p.a.
" 3 months, 2 1/2 per cent. p.a.

TAKAKO TAKAMIGI,
Manager.

Hongkong, 15th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sch. Marks 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direktion der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DISCOUNT BANK (BERLIN), LONDON AGENT
DISCOUNT BANK DISCOUNT BANK

INTEREST allowed on Current Account DEPOSITS on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.

Hongkong, 4th December, 1907.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 1 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 15th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$2,500,000
RESERVE FUND " 2,500,000
RESERVE FUND " 2,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMILL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

INCORPORATED IN THE U.S.A. Capital and Reserves over \$10,000,000.

On Current Account at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD. OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Berkell, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neil, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$3,405,452.00
Assets 7,114,490.00
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPE, Esq., Can. on, Macao and the Philippines.
District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 15 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 15 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 3.30 p.m. ... Every 15 minutes
3.30 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 4.30 p.m. ... Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. ... Every 15 minutes to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 1.30 p.m. ... Every 15 minutes
1.30 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 2.30 p.m. ... Every 15 minutes
2.30 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 3.30 p.m. ... Every 15 minutes
3.30 p.m. to 4.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 3.30 p.m., and 3.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI, MOJI, KOBE & MANILA About 3rd Mar. Freight only

YOKOHAMA Capt. W. R. Le Mare, R.N.R.

SHANGHAI { MACEDONIA Capt. J. D. Andrews, R.N.R. Daylight, 3rd Mar. Freight and Passage

TAKAO, FUKOW, CHINWAN, TO, MOJI, KOBE & YOKO. PALMA G. W. Cockburn, R.N.R. Daylight, 4th Mar. Freight only

HAMA Capt. A. Thompson About 9th Mar. Freight only

LONDON, &c., via usual Ports DELTA Capt. B. W. H. Snow Noon, 5th Mar. See Special Advertisement

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

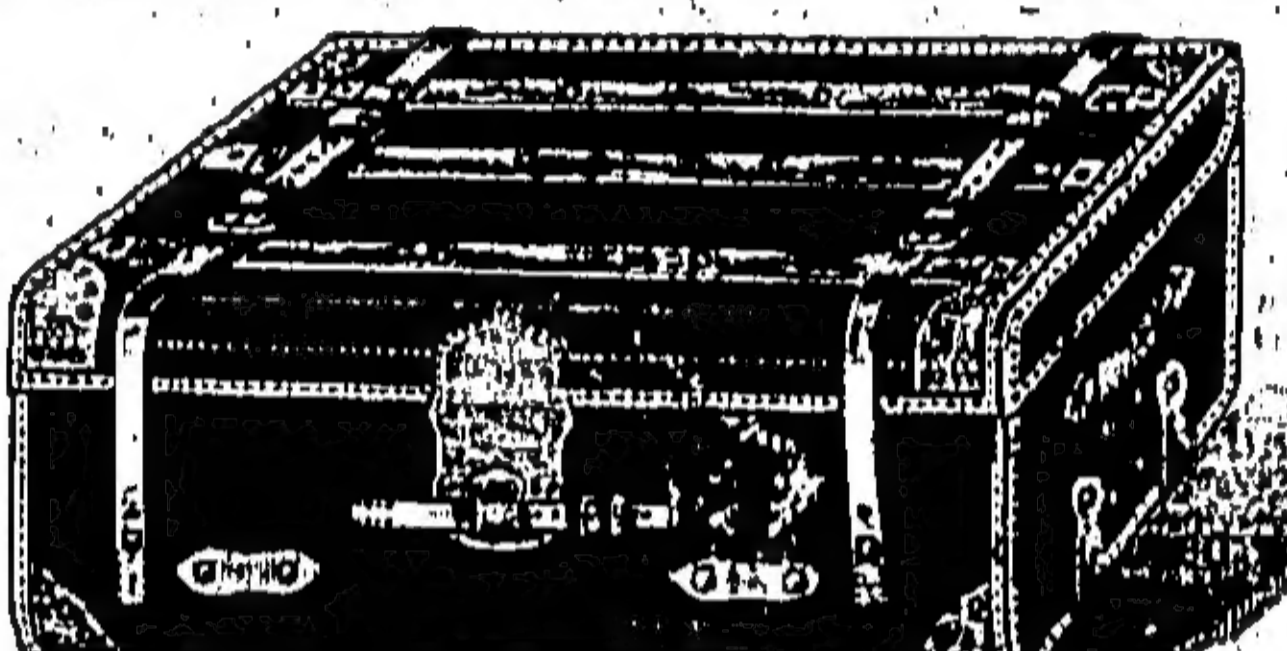
For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 2nd March, 1910.

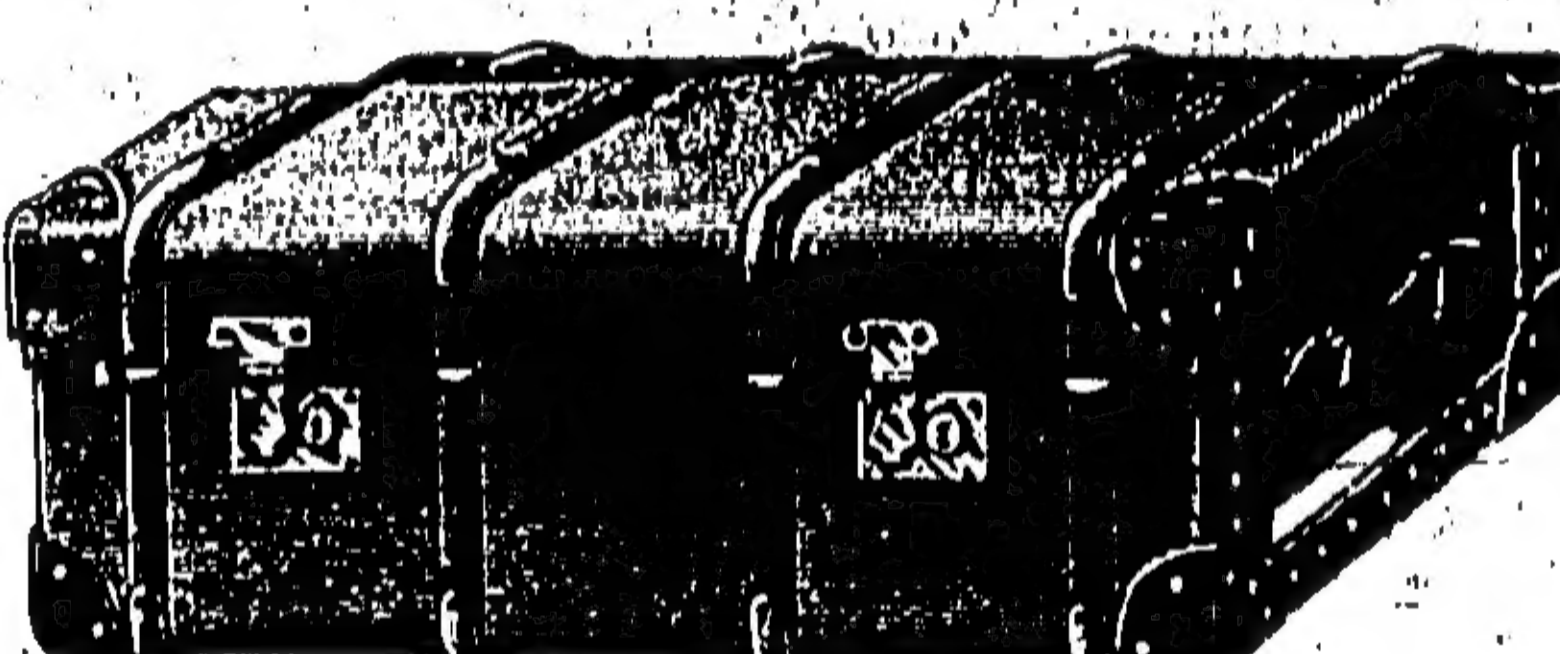
Intimations.

LANE, CRAWFORD & CO.

CABIN TRUNKS.



All Sizes. From \$18.00 each.



KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT

MERCHANTS.

15, Queen's Road Central.



Telephone No. 75.

Hongkong, 20th January, 1910.

Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD AND RESIDENCE AT MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 66.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 28th February.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 1st March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

WEDNESDAY, 2nd March.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 3rd March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

FRIDAY, 4th March.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 5th March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 6th March.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,345 Tons and "SUI-AN" 1,345 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 6th MARCH, 1910.

The Company's Steamship "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 4 P.M.

GREAT REDUCTION IN FARES:

1st Class Return \$4, Single \$1, and Class Return \$1, Single 60 cts.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 580 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sasul". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

Telephone, 401. Telegrams "Astro."

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1908.

Mails.

NORDDEUTSCHER LLOYD.

BRUMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samblit	FRIDAY, 4th Mar., 9 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About TUESDAY, 8th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTOW" C. Dewert	WEDNESDAY, 9th Mar., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Fabke	About WEDNESDAY, 9th March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MEL.	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 11th Mar., Daylight.
BOURNE		

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	ERNEST SIMONS	Girard	14th Mar., 7 P.M.
MARSHALLS, VIA PORTS	ERNEST SIMONS	Girard	15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	Sellier		18th Mar., P.M.
MARSHALLS, VIA PORTS	TOKIN	Charbonnel	19th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta. Interceptors meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 1st March, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses—Ground. All kinds of Spectacles. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON,

CALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.C.

10, Heston Street

164, Nanjing R.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intemperance, dissipation, youthful imprudence, or other influences incidental to the loss of vitality and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden attacks of dizziness, vertigo, loss of memory, inability to perform the various duties of life, or the painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. It restores the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equaled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and in whatever form met with, removing all blotches, pimples, spots, scurf, scaly eruptions, and all other skin diseases, discolorations, rashes, and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, dyspepsia, secondary symptoms of syphilis, eczema, leprosy, bad legs, bad breasts, abscesses, skin sores, gonorrhea or venereal sores, it improves the general health, and quickly removes long-standing rheumatism, asthma, and hacking, stridulous, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine" whichever is required, and see that you get the genuine, as unprincipled vendors often try to palm off inferior preparations (specify their own manufacture) or the name of extra profit. Price in Hongkong, 25. Every genuine bottle of VETARZO medicine bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, to the satisfaction of the public. Legal proceedings will be taken against persons purloining.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective treatment of all cases of nervous exhaustion, depression of spirits, loss of rest and energy, &c. with practical directions on marriage and full directions for removing certain disqualifications that render the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, syphilis, &c. and the best means of curing them. Price 10. It is also in plain envelope on receipt of postal order from Messrs. J. B. Williams & Co., General Co., London, or of Agents for Hongkong.

Agents for Hongkong—TRAVERS and CO., LTD., DORSET, SYDNEY, and POONA.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonthe.

A. I. and Watkins.

Yokohama, April 28th, 1903.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produce for Toilet Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

For Sale.

FOR SALE AT GRACA & CO. 27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packs, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Ganges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scripts and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited. Hongkong, 12th January, 1910.

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TAIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES

Hongkong, 29th June, 1904.

To Let.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 14th February, 1910.

To Let.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor, 9, MACDONNELL ROAD. A HOUSE in WONG-MEE-CHONG ROAD. A HOUSE in KIPON TERRACE. OFFICES in YUAK BUILDING. FLAT in MONTFON TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th February, 1910.

GODOWNS in MASON LANE between Wyndham and Zealand Streets lately vacated by Messrs. Barretto and Co. suitable for Cinematograph show or storage.

Apply to DAVID SASSOON & Co., LD.

Hongkong, 5th January, 1910.

TO LET.

GODOWN No. 54, DUBBEL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

Apply to DAVID SASSOON & Co., LD.

Hongkong, 17th February, 1910.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Toms & Co.).

Apply to THE COMPADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th June, 1904.

TO LET.

GODOWN, No. 4, PRINCE OF WELLS, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909.

MAINTAINED BY A TIGER.

THRILLING CIRCUS SCENE.

Petersburg, Feb. 3. For some days past the chief attraction at Cincelli's, the principal circus in St. Petersburg, has been a group of performing tigers, presented by their trainer, Herr Heindrichsen.

Their show was given in a cage erected in the middle of the arena. The "clou" of Herr Heindrichsen's performance was his encounter with "Cesar," one of the biggest tigers ever exhibited in a European circus.

PARRYING THE BLOW. "Cesar" was admitted into the cage after the rest of the performance from a small travelling box, and invariably made for Herr Heindrichsen, who, until the other night, succeeded in interposing a heavy table or stool between himself and the beast, and after avoiding the blows of the latter's paws, eventually scared it back into its box by firing a succession of blank revolver cartridges.

At a recent performance "Cesar," after being released from his box by the circus attendants bounded straight at Herr Heindrichsen and pinned him, to the ground with a blow from its paw on the trainer's right leg.

Cries of horror arose from the public, but Herr Heindrichsen kept his presence of mind and fired at the tiger's foot with his revolver, which was only loaded with black cartridge. With the first discharge he missed the tiger and buried himself on the leg, but subsequently his aim was more sure, and the beast released its hold of him.

TRAINER ON AN AMBULANCE. He continued firing, as did the attendants in the ring outside the cage, and the tiger, after several moments of the most tense society, slowly backed into its box. The shutter was immediately closed, and Herr Heindrichsen, amid tumultuous applause from the alarmed audience, jumped into the main arena.

There he collapsed into the arms of the attendants, and he was afterwards taken on an ambulance to the German Hospital. He was badly mangled, but his condition is quite satisfactory.

Only quite recently another of Herr Heindrichsen's charges showed such dangerous symptoms that the management of the circus prohibited its exhibition.—Reuter.

Public Companies

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 o'clock (noon) on WEDNESDAY, the 9th March.

THE TRANSFER BOOKS of the Company will be CLOSED from 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD. General Managers.

Hongkong, 15th February, 1910.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from 15th February to 10th March, both days inclusive.

By Order, H. F. HICKMAN, Acting Secretary.

Hongkong, 17th February, 1910.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 81, George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD., W. G. DAREY, General Manager.

Hongkong, 28th February, 1910.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London or S.S. Cordouan and Medoa, from Salonique or S.S. Sidon, and from Bordeaux or S.S. Porthleven, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. the 28th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 7th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th March, or they will not be recognised.

All damaged packages will be examined on the 7th March, 1910, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

P. THOMAS, Agent.

Hongkong, 1st March, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINCESS ALICE," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of March, at 9.30 A.M.

All claims must reach us before the 6th of March, 1910, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 23rd February, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th February, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA."

Captain Fass, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading, countersigned by the Company.

Optional Cargo will be carried on unless notice to the contrary be given before T.O.D.A.Y.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship "FLINTSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained as soon as the goods are landed.

Goods not cleared by the 3rd March, at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on the 3rd March. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of the vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 25th February, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

Intimation.

Powell's

Furnishing Department

AT
ALEXANDRA BUILDINGS,
(FIRST FLOOR)

UPHOLSTERED CHESTERFIELDS, SETTEES, FIXED OR DROP ENDS, STUFF-OVER EASY CHAIRS

in a variety of styles,

IN STOCK

ready for covering in any tapestry which may be chosen, or in loose washing covers.

BEDROOM FURNITURE

A Quantity of full Suites always ready for delivery in various finishes.

BEDROOM CHAIRS, TABLES, AND LOUNGES

"EN SUITE"

BEDSTEADS, WIRE MATTRESSES, HAIR AND FIBRE MATTRESSES, UPHOLSTERED BOX-SPRINGS AND BED LINEN

OF

Every Description.

Hongkong, 29th February, 1910.

Intimations.

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW.

IN the BOTANIC GARDENS.

TUESDAY, 8th March:
Open 10.30 A.M. to 6 P.M. Admission 5s.

The Prizes will be distributed at 5 P.M.

WEDNESDAY, 9th March:
Open 10.30 A.M. to 3 P.M. Admission 5s. 3 P.M. to 6 P.M. 2s.

Children half-price.

TEA will be obtainable on the Grounds.

By permission of Col. Prior and Officers the Band of the 13th Rajputs will play on both days from 2.30 to 6 P.M.

Hongkong, 1st March, 1910. [117]

E. RALPHS, Director.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on MONDAY, MARCH 7th:

ENGINEERING SECTION:
Building Construction and Drawing, Field Surveying, Machine Drawing, Steam, Mathematics, Mechanics, Physics.

COMMERCE SECTION:
English, French (Cantonese Colloquial), shorthand (including Typewriting), Book-keeping.

SCIENCE SECTION:
Chemistry (Theoretical, Practical), Physics.

TEACHERS' CLASSES:
English, and Methods of Teaching.

Students should attend at the Institute to be enrolled on THURSDAY, March 3rd, or FRIDAY, March 4th, between 5 and 7 P.M.

Copies of the Prospectus and Entry Forms for intending Students may be obtained on application to the Undersecretary.

E. RALPHS, Director.
Hongkong, 1st March 1910. [216]

NOTICE.

IT is hereby notified that, on and after MONDAY, the 7th March, the SUPPLY of WATER to the Rider-Mails District will be controlled by bringing the Rider-Mails into operation and that the WATER will be TWO CONSECUTIVE HOURS.

Information as to the hours of supply to any particular property may be obtained on application at the Offices of the Water Authority or Registrar General or at the Tung Wah Hospital.

W. CHATHAM, Water Authority.
Public Works Department, Hongkong, 28th February, 1910. [218]

NOTICE.

NOTICE is hereby given that a BILL OF EXCHANGE No. 445 dated the 4th November, 1909, drawn by the Hui Tak Bank of Shanghai, China, on the Hui Tak Bank of Canton, China, for \$40,000.00 (Forty Dollars) payable to days after sight has been LOST and a New Bill of Exchange No. 446 dated the 17th November, 1909, for a similar amount payable one day after sight in lieu of it has since been issued and duly honored and that no transaction taking place under such original Bill of Exchange No. 445 will be recognised by the undersigned or by any of the parties to such Bill.

Dated the 24th February, 1910
THE YOKOHAMA SPECIE BANK, LIMITED. [203]

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from.

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.
Hongkong, 7th December, 1909. [142]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c.,
Undertaken and Executed by
SHAWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1910. [141]

FIGHT FOR LIFE IN NORTH SEA.

THRILLING SCENES ON DOOMED SHIP.

A thrilling tale of the sea was brought home to London on 27th January by a young English sailor who was one of the 14 survivors from the wreck of the Norwegian barque Haguesund, which, after springing a leak in the North Sea, was abandoned in a terrific blizzard on Monday, after adventures reminiscent of one of the most exciting tales of Stevenson or the entertaining author of "Lin, ya Landmen".

The rescued sailor is a Londoner named John Short, and to a "Morning Leader" representative he told a plain, unvarnished tale of four months' hardship that seems almost incredible.

"With only 18 months' experience of the sea, he signed on with the Haguesund early last October. I was the only Englishman on board. The barque was four and thirty years old, and tight enough for the summer seas, but a sorry old lady for winter gales at her very best.

The Haguesund's destination was Finland, where she was to load up with timber. On the trip out the captain (Capt. O. Jensen) had his wife aboard. They were both about sixty, and on the way home, meeting dirty weather, they both left the ship at Christiansund to spend a merry Christmas on dry land, and the captain's son, a young man of little more than 20, took over the charge of the ship. She was battered, and sadly in need of repairs—"with holes in her you could shove your fist in!"

RUEDELESS.

A day out from Christiansund a smashing cross-sea carried her rudder away, and for many weary hours she tossed about helpless and hopeless, flying signals of distress. Then, by sheer luck, she rolled into the track of a small cargo steamer, which towed her into port.

Here the luckless Haguesund was discovered to be too far gone to go into dry dock. "If she had," said Short simply, "her bottom would have dropped out, she was such a rotten, measly old carcass."

But they patched her up somehow, fitted in a new rudder, and after waiting a week for a north-easterly breeze, "eating her head off," she weighed anchor for London.

The luckless barque was only a day out when a blizzard tearing out of the east struck her with tremendous fury. Heavy seas poured over her, smashing the rails which held the cargo piled on deck, and washing tops of the timber overboard, till the sea was littered with it for miles. The bulwarks were smashed and the ship showed such signs of settling down that young Jensen struggled down the hold one afternoon to see how things were going there. Here, indeed, was a momentous beginning to his first command. He came up presently with a blanched face and shouted into the gale that the Haguesund was half full of water. "She'll sink in an hour," he cried. "Hurry up to save her, my lads!"

All hands were rushed to the pumps, with exception of the cook, who was too sick with fear to do anything but weep and pray as he stumbled fearfully among the clattering crockery. For five dreadful days and nights the crew toiled incessantly at the pumps, with 15 minute "breathers." After the second day two of the younger hands crawled across the flooded decks to their bunks in the fore-cabin where they lay down utterly miserable and exhausted.

Young Capt. Jensen found them there sobbing and praying. With the energy of despair he hauled them out into the merciless drench of daylight.

"Leave us to die in peace," they cried. "We're done!"

"If you've got to die, die at the pumps like men," said the captain, and he lashed them into action once more. With haggard faces and tired arms, they took their turn again.

The ship kept afloat. The cook, with a line lashing him to the galley-post, managed now and then to dodge the swirling seas and carry cans of hot coffee and scraps of food to the toilers in the waist of the derelict Haguesund so keeping them alive. But soon that ceased.

STERSMAN SWIFT OVERBOARD.

Fore-cabin and galley were flooded, the deck was level with the sea, and only the cargo kept her afloat. On the fifth night a great sea struck the wheel, the wheel-chain snapped short, and the stersman, a wild-looking Finn, was swept overboard with the whole tackle, to which he was lashed. He was seen for a moment in the swirl of a retreating wave, and then he disappeared for ever. All hands crawled aft to succour him, but with such a sea running they could do nothing but stare helplessly into the raging waters.

In the morning, the battered Haguesund was wallowing with her rail only above water. The pumps ceased to work, and the crew, blood-stained, bruised, drenched, and weary almost to death, clung on as best they could about the wreckage of the house, waiting with dulled senses for the end. They saw the smoke of a steamer, but it passed them far away and disappeared. Surely that was the last straw!

Two hundred miles west of Grimby the steam trawler Signa sighted them, and seeing their distress signals, bore down as near as it dare and hove-to within shouting distance. She dared not come nearer in that howling gale. "What's amiss?" cried the skipper of the trawler.

"For God's sake, take us off!" replied Short, knee-deep in the green water. "We're sinking fast!" He bawled further details through a trumpet made of his hands.

The trawler and the Haguesund both lowered their boats, according to an agreed plan. A malicious wave caught the Haguesund's cockle-shell and flung it across the forecastle, smashing it to smithereens.

But the fishermen of the Signa knew their business. They paid off their own rowing boat on the end of a long line and by marvellous manœuvring steered her, empty along the starboard side of the rolling Haguesund. And one by one the crew of the Norwegian, hanging on by their fingers only, dropped into the boat as it swung by. First came the captain, the fourth mate, Carl Petersen, a tough old seaman, and lastly, hung on between the

and sea a few breathless seconds too long and missed his opportunity.

THE OLD SEAMAN'S END.

The Signa's boat was hauled back, hand over hand, leaving him dangling there.

"I'll come back and fetch you," cried young Short. "Cling on for a bit longer! Cheer up!"

The Haguesund vanished in the mist and the flying spume, and when Short returned on his perilous journey of rescue alone in the trawler's commodious boat, there was the rope that Petersen had been clinging to—but old Carl had dropped into the sea, almost within a hand span of rescue, and was never seen again. Nor was the ill-fated Haguesund. Doubtless she sank soon afterwards.

At Grimby, the Norwegian Consul looked after the needs of the Norwegian sailors, and yesterday young Short found himself home again, with four months' pay lost, and such a tale to tell that we would imagine him safe for a shore billet for the rest of his life. But the glamor of the sea has got its hold upon him; he is not born to be drowned," said he. "Tomorrow I'm going to look for another ship—but not a Norwegian this time!"

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & CO.,
Agents.
MESSAGERIES MARITIMES,
P. THOMAS,
Agents.
Hongkong, 29th December, 1909. [876]

Intimations.

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR AND CHIEF REPORTER for the "Times of Malaya" (Ipoh, Perak, Federated Malay States). Applicant must be able to write shorthand, be steady, young and single. Apply, stating salary expected and qualifications, to

JACK JENNINGS,
Managing Editor,
Times of Malaya, Press, Ltd.,
Ipoh, Perak.
[189]

NOTICE

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
O. SPECIAL LIQUOR SOOTH WHISKY, &c.

VERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK
at
REASONABLE PRICES.
HONGKONG, 24th March, 1910. [139]

FURNITURE WAREHOUSE.
LI KWONG LOONG & Co.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their FURNITURE STORE
at
No. 39, DES VERTS ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS personally attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
HONGKONG, 4th August, 1907. [51]

YEE SING,
NO. 4, D'ARQUIER STREET.

MANUFACTURER—WHOLESALE AND RETAIL DEALERS in all kinds of hand-made DRAWN AND EMBROIDERED CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.
Hongkong, 17th December, 1909. [11]

HONGKONG AVERAGE MARKET PRICES.

Corrected 28th February 1910, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 20
" Corned—Ham Ngau Yuk 20
" Roast—Shio 20
" Breast—Ngau Lam 18
" Soup, Tong Yuk 15
" Steak—Ngau Yuk Pa 20
" Sirloin—Ngau Lam 39
" Sausages—Ngau Yuk Chuan 26
" Bullock's Brains—Know... per set 10
" Tongue fresh—Ngau Li... each 50
" Corned—Ham Ngau Li... 60
" Head—Ngau Tau 80
" Heart—Ngau Sum 11
" Hump, Salt—Ngau Kin 18
" Feet—Ngau Keok... each 10
" Kidneys—Ngau Yiu... 10
" Tail—Ngau Mai 18
" Liver—Ngau Con 15
" Tripe (undressed)—Ngau To... 6
" Calves' Head and Feet—Ngau-chai... 100
" Fat-keok... set 100
" Mutton Chop—Young Pal Kwai... 22
" Leg—Young Pal 22
" Shoulder—Young Shan 20
" Pig's Chills—Ohl cheong 22
" Brains—Ohl Know... per set 2
" Feet—Ohl Kook... 12
" Fry—Ohl Chai 15
" Head—Ohl Tau 18
" Heart—Ohl Sum... each 9
" Kidneys—Ohl Yiu... each 8
" Liver—Ohl Kon 30
" Pork Chop—Ohl Pal Kwai 21
" Corned—Ham Ohl Yuk 24
" Leg—Ohl Pal 24
" Fat or Lard—Ohl Yau 18
" Sheep's Head and Feet—Young Tau 50
" Keok... each 50
" Heart—Young Sum... each 6
" Kidneys—Young Yiu... 9
" Liver—Young Con... 24
" Sucking Pigs, To Order—Ohl Chai... 22
" Suet Beef—Sang Ngau Yau 20
" Mutton—Sang Young Yau 22
" Veal—Ngau Chai Yuk... 20
" Sausages—Ngau Chai Yuk Tong... 20

POULTRY.

Chicken—Kai Chai... 20
" Large, Small—Sin Kai... 36
" Doves—Fan Kai... each 36
" Eggs, Hen—Kai Tau... per doz 40
" Fowls, Canton—Kai... 36
" Hainan—Hoi Nam Kai... 36
" Geese—Ngo... 25
" Geese, Wild Shanghai—Sheng Hoi Ye 80
" Goose—Wong Keng... each 550
" Hare—To Chai... 65
" Partridge—Ohl Khoo... 60
" Pheasant—Shan Kai... pair 1.60
" Pigeons, Canton—Pak Kuo... each 35
" Holoh—Holoh Pak Kuo... 20
" Quail—Um Chai... 20
" Rice Birds—Wo Fa Cheuk... dozen 24
" Salps—Sa Ohl... each 24
" Turkeys, Cock—Fo Kai Kung... per B 75
" Hen... Na... 60
" Wild Ducks, Shanghai, Sul... pair 1.35
" Teal, Shanghai, Sul Ap Chai... 55
" Wild Ducks Canton—Sang Shing Sul Ap... per pair 1.00

FISH.

Barbel—Ka Yu... 12
" Bream—Bin Yu... 16
" Canton Fresh Water Fish—Hoi Sin Yu... 16
" Carp—Li Yu... 18
" Catfish—Ohl Yu... 18
" Gizzard—Man Yu... 18
" Grass—Hoi Yu... 18
" Gutter Fish—Mok Yu... 15
" Dab—Sa Mang Yu... 15
" Dace—Wong Mei Lun... 12
" Dog Fish—Til To Sa... 9
" Eels, Canton—Hoi Man Yu... 17
" Fresh water—Tam Sin Yu... 18
" Yellow—Wong Sin... 25
" Frog—Tien Kai... 25
" Garoupa—Sek Pan... 25
" Gadgins—Pak Kuo Yu... 25
" Herrings—Tao Pak... 22
" Halibut—Cheung Kwan Yu... 30
" Labrus—Wong Fa Yu... 25
" Loach—Wo Yu... 25
" Lobsters—Lung Ha... 25
" Mackarel—Ohl Yu... 18
" Monk Fish—Mon Yu... 27
" Muller—Ohl Yu... 27
" Oysters—Sang Hoi... 22
" Parrotfish—Kai Kung Yu... 16
" Perch—Tao Loo... 16
" Pike—Fa Pau Fong... 18
" Pluke—Pan Yu... 24
" Pomfret, Black—Hak Chong... 22
" Pomfret, White—Pak Chong... 22
" Prawns—Ming Ha... 60
" Ray—Pal Pa... 10
" Rock Fish—Sok Kan Kung... 15
" Rock—Chun Yu... 10
" Salmon (Olive), fresh water—Ma Yu... 10

Shark—Sa Yu... 9
Skate—Po Yu... 10
Shrimps—Ha... 33
Snapper—Lap Yu... 28
Soles—Tat Sa Yu... 38
Tench—Wan Yu... 18
Turbot—Cho Hoi Yu... 24
Turtles, small, fresh water—Keok Yu... 60
White Bait—Ngau Yu Chai... 2

FRUITS.

Almond—Hung Yau... 25
Apples, (California)—Kam San Ping... 24
" (Chafes)—Tin Chun Ping... 24
" Small—Hoi Tong... 24
" Custard—Fan Lai Chai... 24
Bananas, fragrant, Canton—Sang Shing... 3
" (Hainan), Macao—San Heng Chai... 3
" Chestnuts, Chinese—Fong Lut... 12
" Carambola—Young To... 12
" Occosants—Yeh Tai... 12
" Grapes—Sin Tai Tai... 12
" Lemons, China—Ning Moon... 5
" Amer.—Kum San Ning Moon... 6
" Lichees, Small Stone—Lai Chai Chong... 25
" Fresh, Lai Chai... 25
" Limes, (Salmon)—Sal Kung Ning... 4
" Mango, Manila—Lai Sung Mong... 2
" Mango, Saigon—Sal Kung Mong... 2
" Mangosteens, San Chuk Tai per 100... 9
" Oranges, Tin Chong... 9
" Small—Tat Kut... 2
" Mandarin—Tin Kut... 2
" Olives—Pak Lam... 2
" Passion Fruit... 2
" Pears, (American)—Kam San Shut Li... 10
" (Canton), Cooking—Sa Li... 10
" Peanuts—Fa Sang... 10
" Persimmons, Large—Hung Chai... 10
" Pine-apples, set quality—Sheng Poon... 8
" T. Paw-law... 8
" and cooking—Chung-tang... 8
" Paw-law... 8
" Plateau—Tat Chai... 8
" Plums, Swallow—Hung Lal... 18
" Pomegranate—Chim Lo Yau... 18
" Walnuts, Hop To... 12
" Green—Sang Hop To... 12
" Shanghai Lo Kwai... 12

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah... 7
" Chai Chai... 7
" Beans, (French) Macao—Oh Moon Pin... 7
" Tau... 7
" Beans, (French), Shanghai—Sheng Hoi... 8
" Pin Tau... 8
" Beans, Sprout—Ah Chai... 8
" Beans, Long—Tau Kuo... 8
" Beet Root—Hung Chai... 8
" Brinjals, Green—Cheng Yau Kai... 4
" Bunches... 4
" Cabbage, Chinese, com.—Kai Choy... 3
" Cabbage, Red—Kai Lai Tau... 10
" Cabbage, (Shanghai)—Yeh Chai... 7
" Cane Shoots, bunch—Kau Shan... 3
" Cauliflower, Large size—Tat Yeh Chai... 15
" Fa... 15
" Cauliflower, Medium size—Cheng Yeh... 10
" Chai-fa... 10
" Cauliflower, Small size—Sal Yeh Chai-fa... 7
" Carrots—Kam Shan... 6
" Celery, Chinese—Tong Kan Choy... 4
" Celery, English—Young Kan Chai... 5
" Celery, White—Pak Young Kan Chai... 5
" Chillies, Dried—On Lai Chai... 25
" Red—Hung Fa... 25
" Green—Chung Lai Chai... 25
" Curry Stiff, English—Ka Lee Chai Liu... 8
" Cucumbers—Cheng Kwa... 3
" Bitter Squash—Fu Kwa... 3
" Garlic—Sung Tau... 8
" Ginger, young—Sung Tai Keung... 8
" old—Lo Keung... 20
" Horse Radish, Shanghai—Lik Kan... 5
" Indian Corn—Sok Mai... 1
" Lettuce—Young Sang Chai... 1
" Water Chestnuts—Ma Tai... 5
" Mandarin—Kwai Lum Ma Tai... 6
" Mushrooms, Fresh—Sung Chai Kuo... 7
" Onions, Bombay—Young Chong Tau... 7
" Green—Sang Chong... 7
" Shallots—Sheng Hoi Chong Tau... 5
" Japan—Yat Poon... 10
" Okra—Mo Kuo... 10
" Parsley, English—Young On Sal... 10
" Green Peas—Cheng Tau... 8
" Potatoes, Sweet—Fan Chai... 8
" Shanghai—Sheng Hoi Shu... 8
" Tsal... 8
" Japan—Yat Poon Shu Tai... 3
" American—Fa Ki... 3
" Yeckow—Fak Chan Shu Tai... 2
" Macao—Oh Moon... 2
" Pumpkin—Tong Kwa... 3
" Radish—Hung Lo Pak Tai... 3
" Rhubarb... 3
" Shallots—Con Chong Tau... 5
" Spinage (Chinese)—Paw Chai... 4
" Spinach—Yin Chai... 4
" Tomatoes—Fan Kai... 6
" Turnips—Wo Tau... 3
" Turnips, Pam-li (Long)—Low Pak... 3
" Turnips—Young Low Pak... 3
" Vegetable Marrow—Chai Kwa... 4
" Water Cresses—Sal Young Chai... 4
" Caltrops—Lan Kuo... 5
" Lily Roots—Lia Ngau... 5
" Yams—Tat Shu... 3
" Sage... 3

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. K. H. & Co.,
HONGKONG, 28th February, 1910.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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HYGIENOL IS A POWERFUL

DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon 3.00

A. S. WATSON & CO.,
LIMITED.

KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 2, 1910.

PLAN FOR WESTERN UNIVERSITY AT HANKOW.

The project for providing China with a university on Western lines is to be launched publicly at a Mansion House meeting on 16 March, and before this we have already learnt that meetings have been held at Oxford and Cambridge. The scheme (says the Press Association) has already met with strong support. Its trustees include Mr. Runciman, President of the Board of Education, Sir Ernest Satow, late British Minister in Peking, and Lord Salisbury, and it has the approval of the Archbishop of Canterbury, Sir Robert Hart, and many others. It was started by some prominent members of Oxford and Cambridge Universities, including the two vice-chancellors and six heads of colleges, who felt that something ought to be done to help China in its present educational crisis. After very widespread inquiry they concluded that its greatest need was for a university; which should make it unnecessary for the Chinese to get Western education in other countries than their own. It should also give instruction in those subjects which form the higher

sides of Western education, such as political economy and philosophy, and should preserve all that is valuable in the native Chinese culture, literary, artistic, and ethical. To make such education really valuable, instruction must be given in the Chinese language, and to make it efficient it would be necessary that the students should reside under discipline in residential colleges. The final form which the scheme has taken is, therefore, that a university should be founded, consisting of a central staff of professors, with adequate institutions—libraries, laboratories, lecture-rooms, etc., and a number of affiliated colleges or halls where students should reside. The scheme, unlike the Hongkong University project, is intended to supply the central establishment; the residential institutions are a matter of individual initiative on the part of foreigners and of the Chinese themselves. The site chosen for the scheme, as the result of a journey undertaken by Lord William and Lady Florence Cecil, at the request of the Oxford and Cambridge Committee, is Hankow, a centre of the railway and river communications of China. The title of the scheme (which was originally known as the Oxford and Cambridge scheme) has been altered owing to the desire of members of other universities to take part and a strong committee is to be formed to support it, formed of members of other English and Scottish universities. On the authority of the London news agency we learn that a number of men of the highest intellectual attainments have already offered their services as teachers in the university. To train these men and establish the university within the next five years will cost, it is calculated, £50,000, and to endow it at all adequately some £200,000 more. It is urgently necessary to raise a considerable proportion of this sum in the near future, as the men must be sent out, and the land, at any rate, bought. This will cost £20,000. The secretary for the fund, who will supply any further information, is Mr. Leslie Johnston, Fellow of Magdalen College, Oxford, and his address, care of the Royal Asiatic Society, 22, Albemarle-st., W.

LOCAL AND GENERAL.

"RUINERS Still Rise," says a Stock Exchange article headline. They will bounce.

THE *Ritchie* singer Berlin announces that the Order of the Black Eagle has been conferred on Prince Chun, the Prince Regent of China.

Sir George William des Vieux, G.C.M.G., Governor of Hongkong 1887-1891, who died at Brighton on Dec. 15 last, left estate valued at £20,000.

It has been decided to establish a Government medical college in the Miyagi Hospital at Sendai. The cost of the college buildings is estimated at ¥160,000.

GENERAL Sir Frederick and Lady Carrington left London on 3rd ult. for Marseilles, where they will embark in the P. and O. steamer *Mongolia* en route to the East.

MR. Nishimura Sukejo, a surgeon-dentist, of Osaka, on behalf of 577 dentists in thirty-four prefectures and the Hokkaido, has filed petitions in the two Houses of the Diet asking that a Government school for the training of dentists be established.

ADDITIONAL interest is given to the forthcoming Billiard Association Amateur Championship by the fact that Mr. E. H. Hinds, of Hongkong, is among the participants. The qualifying competition commenced on Feb. 14 at Orm's Soho-square saloon, London.

REAR-Admiral Sir A. L. Winsloe rehoisted his flag in the armoured cruiser *Minotaur* at Portsmouth on 31st Jan., and on 1st ult. the *Minotaur* left for Hongkong, where Sir A. L. Winsloe takes over the command of the China Fleet from Vice-Admiral Sir Hedworth Lambton, who then returns to England in his flagship the *King Alfred*.

WRITING from Canton yesterday, our correspondent states:—It is learnt in official circles that the Macao delimitation negotiations are now in progress between the Ministry of Foreign Affairs and the Portuguese Minister accredited to Peking, and a satisfactory settlement is expected to be arrived at shortly after the reopening of the official seals.

CONCERNING the dispute between Portugal and China in regard to Macao, a semi-official Note published in the *Novidade* states that the British Government is supporting the Portuguese view, and has intimated to China that it will not consent to any infringement of Portugal's rights. The Press at Lisbon, while welcoming British intervention, fear that China will only await a fitting opportunity to oust the Portuguese finally from Macao.—*L. & C. Express*.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

E. S. Kadorie & Co. \$ 35
A. Denison, Esq. 10
L. Gibbs, Esq. 10
W. L. Pattenden, Esq. 10
Kelly & Walsh 10
Hon. Mr. A. M. Thomson 10
P. N. H. Jones, Esq. 10
A. G. Gordon, Esq. 10
Wong Pe-Chun, Esq. 10

ROWING NOTES.

FOR THE FORTHCOMING REGATTA.

The Canton Regatta takes place on Saturday next. For the Senior fours Hongkong has entered two crews V.R.C. and C.Y.C., and for the Junior fours only the V.R.C.

Canton is expected to win the Seniors, as they have been in training for the last two months and also possess a far superior boat. L.A. Musso is steering the V.R.C. Seniors, consisting of Bell, 3, Galluzzi, 2, and Alves bow, a good combination against any crew, but, alas, they lack a good boat and cannot win against Canton in a boat many times lighter.

It is a great pity that the V.R.C. do not own a good racing boat; the Club at present cannot afford one, but I am sure if a subscription list were opened enough money would be raised among the members to buy not one but two boats and so settle once and for all this everlasting question of boats.

The C.Y.C. crew consists of Pollock stroke, Forbes 3, Cooke 2 and McGee bow, a tough crew, who, however, have not been out much and still want a great deal of work. The boat appears to be down in the bow, Cooke being too heavy for 2. I think the boat would get better with Cooke 3, and Forbes 2. There ought to be a fine race for second place between the V.R.C. and C.Y.C. the former rowing in a heavier boat. A great deal of bitterness exists between these two crews, the bone of contention being the Royal Hongkong Yacht Club's German boat which the C.Y.C. have secured. On Monday last when the crews went down to the V.R.C. this boat was not to be found, having mysteriously disappeared, none of the Committee knowing anything about it. Anyhow it arrived safely at the R.H.K.Y.C. premises like a horse, that knows its stable. I am glad to hear that the members of the V.R.C. have expressed in strong terms their indignation at this occurrence.

For the Juniors the V.R.C. crew consists of Carroll stroke, Ruiz 3, Rodrigues 2 and Sayer bow. This crew is very light, but in Carroll they possess a really good stroke, and more will be heard of him in future regattas. The crew row well together and have been training consistently and will no doubt give the Canton Juniors a good race.

Another Junior crew stroked by Barros have also been training for this event but were disappointed, in not being allowed to challenge Carroll's crew, the Committee deciding that the latter should represent the V.R.C. Juniors; they will, however, have the pleasure of meeting each other in the Hongkong Regatta.

For the Senior Pairs Musso and Bell represent the V.R.C. Bell is a griffin who distinguishes himself in the last V.R.C. regatta. Under Musso's hands he has developed into a good rower and I don't see why they should not beat Canton in this event.

Carroll and Rosa represent the Junior V.R.C. pairs and go very well together and have a good chance to win.

The Hongkong Regatta takes place on the Canton Regatta and the same crews have entered, the only difference being that Canton must row in the same class of boats and if they do not I think they will be beaten by the C.Y.C. who will by then be fairly fit.

RAZZLE DAZZLE.

OBSTRUCTING THE FAIRWAY.

SHIPMASTER FINED.

Before the Hon. Com. Basil Taylor, R.N. Marine Magistrate, this morning, A. E. Davey, boarding officer of the Harbour Department, charged the master of the Chinese steamship *Kiang Ping*, for unlawfully obstructing the Central fairway at about noon on the 1st inst. in the waters of the Colony.

Prosecutor stated that at noon, on 1st inst., he saw defendant's steamship coming from Canton. As there was no room for her in the W. P.'s anchorage, he told defendant to go north of Central Fairway. He told defendant personally, ship being under way. At 4 p.m. Pilot Going reported that the ship was anchored in approach to fairway. He went down and found the vessel at anchor, blocking approach to fairway.

Defendant said that he did not understand the order. He had been in the harbour before. He knew that he was not allowed to anchor in the Fairway.

His Worship found defendant guilty and a fine of \$50 was imposed.

VICE-Admiral Sir A. L. Winsloe arrived at Windsor Castle on Jan. 28, and was received by His Majesty the King upon his appointment as Commander-in-Chief, China. The Admiral had the honour of dining with the King and Queen, and left the Castle on 29th Jan.

A DUTCH newspaper called *Neerlandia* publishes the following astounding information on the authority of a correspondent. At Hongkong and Singapore, Hollanders through their energy are crowding out the British. At Singapore the Netherlands India Commercial Bank settles the exchange rate of the dollar. The Netherlands Trading Society issues \$5 bank notes which Chinese money changers take at \$5.50 value each. Hence our countrymen have a high standing. At Hongkong they are only beginning, but at Singapore they are masters.—*Java Times*.

THE O.S.K. steamer *Tacoma*, which arrived at Yokohama from Tacoma on the 16th ult., reported a fatal accident on board. It appears that on the 10th ult. one of the third-class passengers on the vessel died. The deceased was a resident of Hiroshima, and it was arranged that the body should be brought to Yokohama for interment. Whilst the chief steward and two cabin boys were throwing the bed clothes and other articles used by the deceased overboard, a huge wave washed over the steamer and carried away one of the boys, while the other was struck down and injured, and the steward himself had a narrow escape.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MERCANTILE MARINE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, In the interests of the Captains and Officers engaged in our mercantile marine we should greatly be obliged if you would favour us by inserting the enclosure in the columns of your valuable paper.—I am, etc.,

T. W. MOORE,
Secretary.

The Imperial Merchant Club Service Guild.
February 3rd, 1910.

(Enclosure.)

The following letter has been addressed by the Imperial Merchant Service Guild to the various representative bodies of Shipowners throughout the United Kingdom:—

The Imperial Merchant Service Guild,
Liverpool.

Sir, I am requested by the Guild which, as you doubtless are aware, is the largest organisation of its kind in the world, with its membership strictly confined to certificated Captains and Officers of the British Merchant Services, to forward to you the accompanying copy of the *Guild Gazette* which has just been issued. Also, I am forwarding under separate cover copy of the *Journal of Commerce* of Saturday last, a large portion of the space in which is devoted to reference to the Guild, its progress, and its policy.

We trust that you will be so kind as to give your consideration to both and to bring the same before the notice of your Association.

We are pleased to think that one of the fundamental principles of our constitution, that of promoting and preserving harmonious relations with the Shipowners still remains unimpaired and we are greatly obliged to those Shipowners who, from time to time, have given a ready ear and favourable consideration to the representations which we have addressed to them when we have considered it necessary to do so on behalf of those whom we represent.

We venture to think that a still closer alliance with Shipowners is possible and that it is desirable as much in their interests as in those of the Captains and Officers employed by them. To promote this, we may take the liberty of suggesting that there remains much to be done by Shipowners, in the way of improving the lot of the executive in charge of their vessels to whom they entrust such enormous responsibilities, not to speak of the arduous duties which must be borne and the risks which must be undertaken by all seafarers. We recognise that, in times of depression, it is not advisable nor would it be good policy, to unduly press the need for higher remuneration of Captains and Officers which must certainly be merited. But trade is bound to improve sooner or later and when it does we trust that this point will not escape attention.

There are other matters such, for instance, as the provision of adequate accommodation for Officers where it should be a duty to see that each Officer should enjoy the sole use of a room. It is not fair to any man to expect that the circumstances under which he has to live for possibly twelve months out of the year should be shared by another.

Then again, the "two-watch" system for Officers should be abolished. In the great majority of cargo vessels, two Officers only are carried, where three are most certainly necessary in the interests of the ships. Any system such as the "two-watch" system which entails an Officer being on duty for practically speaking fifteen hours out of the twenty-four by day, Sunday included, stands self-condemned.

Another matter which in ninety-nine cases out of a hundred does not receive consideration at the hands of the shipowner is that of the necessity for every Captain and Officer being given some facility or enjoying a few days leave without loss of pay at the conclusion of each voyage. This "leave" question is one of the greatest grievances existing in the Mercantile Marine and might be quickly remedied by Shipowners without any real strain on their pecuniary resources. It is very hard that Captains and Officers on arrival home are debarricaded entirely from renewing home ties or even attending to their private domestic affairs. It is due entirely to the fact that the Shipowners do not seriously take into consideration the inauguration of a deferred system which, whilst it would alleviate the lot of those in their employ, would involve no real trouble nor prove detrimental to the interests of anybody. We propose to go no further than this in our present communication, but we certainly do trust that the interests of those whom we represent will, in future, receive that adequate consideration which must be of the greatest advantage to all concerned. The prosperity of the Captains and Officers depends on the prosperity of the Mercantile Marine, and to put matters vice versa is not perhaps the undue exaggeration which it appears to be.—I am, etc.,

(Signed), T. W. MOORE,
Secretary.

The Secretary, Chamber of Shipping of the United Kingdom.

Acknowledgments to the effect that the foregoing letter, together with its enclosure, would be laid before the Committee of their respective Associations have been received from the Chamber of Shipping of the United Kingdom, Liverpool Steamship Owners Association, General Shipowners Society (London) Cardiff Incorporated Shipowners Association, Bristol Incorporated Chamber of Commerce and Shipping, Shipowners Association (Liverpool) North of England Steamship Owners Association, Hantsport Shipowners Society, Sunderland Shipowners Society and Glasgow Shipowners Association.

OVER 500 naval ratings for the cruiser *Albatross* and for disposal on the China and Mediterranean Stations embarked in the *Albatross* at Devonport on 1st ult.

THE ALLANA CASE.

FURTHER CHARGES TO BE PREPARED.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning the case was continued in which S. E. Allana is charged with the embezzlement of a gold watch and chain and obtaining the sum of \$150 under false pretences. Mr. P. W. Goldring prosecuted and Mr. F. P. Hett defended.

Mr. Goldring stated that he wished to make further charges against the defendant. Those charges consisted of two counts under the Bankruptcy Ordinance of failing to deliver up to the Trustee after a Receiving Order had been made against him three diamond studs of an estimated value of \$370 and concealing the same, being part of his property, after the presentation of his bankruptcy petition.

Mr. Hett stated that, before his Worship continued with the fresh charges, he would like to know who was the complainant. The Crown Solicitor and Mr. Fletcher had refused to prosecute.

Mr. Goldring—That's quite untrue. Mr. Hett—it's not untrue. Your Worship, a letter has been received from the Crown Solicitor refusing to prosecute. In the event of the charges failing, I would like to know who is the man who brought them.

Mr. Goldring said the informant was one Omar, who was Mr. Wilkinson's client. The principal witness was a man named Dreyfus.

The application was adjourned.

Mr. Hett said he wished to make an application. Allana had heard a few days ago that Marican wanted to physically threaten him. It was purely an *ex-parte* statement and—

Mr. Goldring—For that very reason it should not be allowed.

Proceeding, Mr. Hett stated that Allana asked him to write a letter to the Captain Superintendent asking for protection. Last evening, a man named Ala Deen pursued Allana down Wyndham Street with a big stick and threatened him. His explanation was that he saw Allana running away and he therefore gave chase. The nature of the offence which appeared on the charge sheet was attempted assault and the Police were in possession of the stick. He asked his Worship to make some sort of an order fit was possible to afford protection to Allana. His friend had told him that there was a provision for that to be done.

Mr. Goldring—I told my friend there is a provision.

Mr. Hett—It is necessary that protection should be provided by the Court.

His Worship—don't know if there is a provision.

Mr. Goldring—It's no use making mountains out of mole-hills.

Mr. Hett—There is a necessity. If you saw the stick, you would realise the seriousness of the matter.

Mr. Marican was recalled.

Mr. Goldring—When you said yesterday that you did not remember anything about the \$2,500, you did not understand the question properly?—I had had letters, but I did not know anything about them.

Moosa Ebrahim was recalled.

Mr. Hett—You had said that you inspected the books of S. E. Allana and Company on behalf of Marican?—Yes.

From what date to what date was Allana employed in the shop?—From the time Marican bought the business from the Official Receiver on the 19th August.

About what date was he employed?—Just about the middle of March.

He was employed roughly about five or six months?—Yes.

You spoke about the arrangement with regard to the salary. When was that arrangement made?—The arrangement was not fixed.

Marican has said that he arranged to pay Allana \$50. Do you know the date when that was arranged?—I saw a letter written by Marican in which he fixed it as mentioned but only a small salary.

Can you remember roughly when you started making entries from the rough cash book to the fair cash book?—On June 3rd.

Before you, do you know who made the entries?—A man named Mohammed Hossain.

It was Allana's duty, was it not, that whenever he drew money, to enter it in the rough cash book?—Yes.

And he did?—Yes.

How much did he draw?—Every month he drew \$50 or \$70.

You would not have admitted him to draw more?—No.

Why did you let him draw that amount?—Because I understood his salary was not fixed and I considered that a fair salary for him.

Allana had the safe key and all the money was entrusted to him, was it not?—I found everything all right.

Up to the end of July, all the money was found to be proper?—Yes. I asked Allana if he had counted the money and he replied, "Yes."

How much did he draw from the beginning of March to the end of April?—\$106.80.

In July?—\$705.

I take it it was the duty of somebody, either you, Allana or some other person to balance up the accounts?—I did it.

And it was somebody's duty to enter any money drawn in the rough cash book?—Yes, but sometimes it wasn't done.

What does these figures in ink in your writing indicate?—The page of the cash book.

Do you know whether it was Allana who entered the amounts for the 14th and 15th March?—Most probably.

You will not swear?—No.

When was the entry made?—On the 19th His Worship—1908?

Mr. Hett—No, your Worship, 1909. This is most important, as the sum of \$150 drawn on those two occasions is the subject-matter of the present charges.

After further cross-examination, the case was adjourned.

SUN A WANG'S EXTRADITION.

AGED MAN'S EVIDENCE.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this afternoon, Sun A Wung, who was arrested and released several times in the local Courts for an armed robbery, alleged to have been committed in China, and for whose extradition the Chinese Government applied several times, again appeared on the charge preferred against him, Mr. H. L. Deany, Crown Solicitor, prosecuted and Mr. Otto Kong Sing defended.

Chief Detective-Inspector Harrison deposed to having charged the defendant with the offence.

Mr. J. A. Bullock, Acting Chief Clerk in the Colonial Secretary's Office, stated that on the 13th January last he received a document (produced) in the Colonial Secretary's Office under cover from the Consul-General at Canton.

Kong P. Shan, translator in the Registrar-General's Office, stated that on the 18th or 19th January he translated the document produced in Court. The document was put in to show that the Viceroy of Canton had given an undertaking not to deal with the prisoner for any other crime except that with which he was charged.

Mr. Kong Sing asked the Court to take down that this document was only put in as an undertaking by the Viceroy. The other statements contained therein could not be taken as evidence.

Proceeding, witness stated that the Viceroy's seal was stamped in two places.

Mr. Kong Sing—It must be put in as it is or not at all.

Mr. Deany—It is only put in as containing an undertaking by the Viceroy.

Cross-examined, witness stated that he knew the Viceroy's seal. He had never seen the seal itself but saw an impression of it. He had seen the seal impressed on documents in extradition proceedings only. The whole seal was covered with characters and some lines said that it was the seal of the Viceroy of the Two Kwang provinces. All the Viceroy used the same seal. The seal was handed down from one Viceroy to another.

A sergeant interpreter at the Central Police Station stated that on the 23rd September last, he was present when defendant's name was put in the charge-sheet. Defendant gave the name of Sun A Wung, alias Fa Ming. It was the regulation to ask an alleged offender where he was born. Defendant said he was born in the Yim Tin village, in the Kwai Sing district. Defendant at the time was in Police custody and Mr. Harrison asked defendant the questions through the witness.

Sun Chan Yu, aged 71 years, was called into the witness-box. As he spoke the English dialect, some delay was caused before an interpreter could be obtained, who interpreted questions and answers through the Court interpreter.

Witness, the complainant in the case, stated that he came from the Kwangtung province, Weichow district, Chun Tam village. He knew he prisoner, who lived with his family in an adjacent house. Witness left Chun Tam in the 12th moon of last year and arrived in Hongkong on the 12th day of the same month. When he left Chun Tam, Sun A Wung was one of the men who occupied the third house in the village. Defendant got married at the house which he at that time occupied. When he was 13 or 14 he went to school. Before that he looked after the cows. He built a firewood boat and as far as witness knew, he was a subject of China. Witness earned \$3 a month but had some fields of his own, besides having several sons, five altogether, who helped him, the eldest one being over forty years of age. He was asked to come over to Hongkong by the chief constable at Pok Lo.

Mr. Kong Sing at this point asked for an adjournment, as he had received certain information which he wished to verify and that it would be in the interests of the defendant if the case would be adjourned.

The Crown Solicitor said that he had had his witnesses in the Colony for some considerable time. He could not agree to an adjournment.

Mr. Kong Sing—Of course, if you want to place these obstacles in the defendant's way, then it's a different matter. I have received certain information this afternoon which if I can verify I will want to subpoena witnesses. It can be done in an hour.

His Worship—Then it can be continued tomorrow.

Mr. Kong Sing said that tomorrow would be inconvenient.

Mr. Deany said that he had no objection to the case being adjourned till tomorrow but not later.

Mr. Kong Sing—It's the defendant who has to be considered, your Worship, not the Crown Solicitor.

The Crown Solicitor said he did not see how his friend could be entitled to an adjournment merely for the purpose of verifying certain facts.

The case was remanded.

MR. W. T. THORNTON, who has been for a number of years connected with the O.E. and M. Co., Ltd., was married at Tientsin last Saturday to a Japanese lady, and is leaving for Canada, where he will settle down farming. Mr. Thornton has been recently the fortunate recipient of a nice legacy.

MR. J. O. P. BLAND left Tientsin by the mail train on the night of 21st February for Europe via Siberia. Mrs. Bland accompanied him. It is anticipated, says the *China Times*, that Mr. Bland will remain in England for some months in connection with certain railway negotiations which are at present in progress.

THE GREEN ISLAND CEMENT CO., LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-first ordinary general meeting to be held at the office of the General Manager on Saturday, 19th inst., at 11.30 o'clock a.m., reads:—

Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ending 31st December, 1909.

The net profit, after providing for depreciation on buildings and machinery, launches, lighters, &c., and including the amount brought forward from the previous year, amounts to \$305,290.30 which it is proposed to deal with as follows, viz:—

To place to reserve fund	\$1,000.00
To pay a final dividend of 40 cents per share, \$160,000.00	
Add interim dividend of 35 cents per share, 140,000.00	300,000.00
To carry forward to the credit of next year's account	4,290.30
Consulting Committee.—In accordance with the articles of association, Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, and Dr. J. W. N. Bretter, being eligible, offer themselves for re-election.	
Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdie, who are recommended for re-election.	
General Managers.	

Hongkong, 2nd March, 1910.

PROFIT AND LOSS ACCOUNT.

Auditors' fees	600.00
Consulting committee's fees	4,000.00
Interest	39,740.00
Loss on working concrete block and pipe department	18,146.15
Hip On & Co. claim for damage by fire and legal expenses	10,576.60
Amount written off as bad debt	7,000.00
Preliminary expenses at Hongkong written off in depreciation	15,638.74
Amount written off in depreciation	124,958.74
Interim dividend	140,000.00
Balance	105,190.30
	305,290.30

\$ 570,351.49

Balance brought forward from 1909 3,756.74 |

Transfer to 1.00 |

Exchange 274.45 |

Unclaimed dividends 8,918.15 |

Balance from working account |

Sales of cement \$504,322.37 |

Sales of bricks, pipes, &c. 3,078.78 |

507,401.15 |

\$520,351.49 |

BALANCE SHEET.

Capital:—	
400,000 shares at \$5 each fully paid up	\$2,000,000.00
Reserve fund	23,000.00
Sundry creditors	248,115.67
Company's Bankers	620,942.07
Balance of profit and loss account	\$305,190.30
Less interim dividend 140,000.00	
	165,190.30
	\$5,047,148.04

Green Island, Macao:—

Buildings and machinery as per last statement 462,311.03 |

Less depreciation 27,738.65 |

434,572.38 |

Since expended 13,047.51 |

447,619.89 |

Cement and raw material in stock |

valued at 269,412.91 |

Coal in stock valued at 6,394.40 |

Stores in stock valued at 31,177.88 |

307,985.19 |

Hok On, Hongkong:—

Land as per last statement 1,231,068.88 |

Since expended 16,584.43 |

1,248,653.31 |

Buildings & machinery as per last statement 1,001,341.09 |

Less depreciation 70,251.47 |

931,089.62 |

Since expended 2,328.66 |

1,036,609.99 |

Cement & raw material in stock valued at 638,641.42 |

Coal, casks, staves & gunnies valued at 174,920.67 |

Stores, general & machinery valued at 194,147.82 |

1,007,692.91 |

Cement on consignment valued at 114,076.20 |

"Deep Water Bay Works" |

Land as per last statement 3,500.00 |

Buildings & machinery as per last statement 218,321.16 |

Less plant transferred to Hok On Works 10,741.23 |

207,579.93 |

Less depreciation 13,009.28 |

194,570.65 |

Since expended 8,041.97 |

202,612.62 |

Bricks, pipes, & tiles in stock valued at 49,733.94 |

Coal pipes, in stock valued at 2,310.00 |

Stores in stock valued at 3,645.78 |

55,689.72 |

Bricks, pipes &c. on consignment valued at 12,105.73 |

Steam lighter, steam launches, lighters, junks, &c., as per last statement 331,005.65 |

Less depreciation 13,860.34 |

317,145.31 |

Since expended 5,990.60 |

323,135.91 |

Property at Canton as per last statement 42,500.00 |

Since expended 9,401.05 |

33,098.95 |

Value of premia on expired policies 2,687.27 |

Sundry debtors 327,702.57 |

Cash on hand 4,357.90 |

\$3,040,440.00 |

HONGKONG FIRE INSURANCE CO., LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the forty-first ordinary meeting to be held at the office of the General Manager, on Wednesday, the 9th inst., at 12 o'clock (noon), is as follows:—

The general managers and consulting committee have pleasure in submitting to the shareholders the forty-first annual report of the company.

1908 Account.—This account shows a profit of \$318,979.30.

Subject to the approval of shareholders it is proposed to appropriate \$81,153.76 for the purpose of inaugurating a reserve fund, to add \$31,825.54 to the reserve fund, which will then stand at \$1,450,000 and with the balance of \$216,000 to pay a dividend of \$7 per share.

1909 Account.—The balance at credit of this account is \$426,217.67.

Mortgages.—From the reports and valuations made by the company's surveyors, the general managers and consulting committee are satisfied that the properties held by the company form satisfactory security for the advances made.

Consulting Committee.—In accordance with section 13 of the articles of association, the Hon. Sir Paul Chater, C.M.G., Messrs. White, Mainland and Gubbay retire but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A.

JARDINE, MATHESON & CO., LD., General Managers, Hongkong Fire Insurance Co., Ltd.

BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.

Capital 8,000 shares of \$250 each—

\$2,000,000.00 of which \$50 per share has been paid up, 400,000.00

Reserve fund, 1,438,174.46

Unclaimed dividends 16,332.05

Accounts payable 63,243.33

Working Account, 1908—

Net profit 318,979.30

Working Account, 1909—

Amount brought forward from below 426,217.67

\$3,661,946.81

ASSETS.

Cash on current account with Hongkong and Shanghai Banking Corporation 95,282.11

Cash in hands of general managers 341.40

Fixed Deposits—

H'kong and Shanghai Banking Corp'n. \$50,000.00

Charid. Bk. of India 50,000.00

Avul. and China 50,000.00

Mercantile Bank of India, Limited 50,000.00

International B'king Corporation 25,000.00

175,000.00

Mortgages—

In Hongkong \$1,180,549.99

In Shanghai 737,124.79

1,917,674.78

Leasehold property 50,000.00

Japanese Government Deposit—

Consolidation Bonds \$19,277.51

Imperial Bonds 45,375.28

War Bonds 17,794.62

82,448.41

Chinese Imperial Government Loan, 1886 \$17,871.62

Shanghai Land Investment Co., Ltd., debentures 27,382.20

Shanghai Club debentures 26,666.67

Hongkong Hotel Co., Ltd., debentures 52,000.00

124,144.49

Accounts receivable 217,837.62

\$2,052,904.81

WORKING ACCOUNT, 1908.

Losses and claims \$28,894.67

Charges 34,854.97

Remuneration to consulting committee and auditors 4,850.00

Commissions 50,006.28

Exchange 2,871.51

Balance as above 318,979.30

\$540,456.73

Net premium received, less returns and reinsurance \$378,388.73

Interest 161,979.00

Transfer fees 89.00

\$540,456.73

WORKING ACCOUNT, 1909.

Losses and claims 33,341.61

Charges 34,475.42

Commissions 52,344.35

Exchange 5,542.87

Balance as above 426,217.67

\$551,921.92

Net premium received, less returns and reinsurance \$324,084.05

Interest 167,735.87

Transfer fees 102.00

\$551,921.92

HONGKONG HOCKEY CHALLENGE CUP.

H.K. H. C. M. 10TH MAHARRATTAS.

The Hongkong Hockey Club will meet the Maharrattas on Tuesday, 8th inst., at 4.45 p.m. on the Club's ground, Happy Valley. The match will be an interesting one and the winner will be in for the final.

RIVAL TRADING METHODS.

CREDIT SYSTEM IN SHANGHAI.

The Tokio Foreign Department has received the following telegram from the Japanese Commercial Agent at Shanghai:—The new method of selling on credit now in vogue amongst German merchants provides for a guarantee of payment. According to the standing put up as 'security,' they sell merchandise to Chinese on credit, even to the amount of 50,000 taels or 100,000 taels, receiving payment on the expiration of the term fixed. If the term is three months, they settle the account at the end of the said three months. If merchandise representing a value of 50,000 taels should have been dealt with to the extent of 30,000 taels, they enter into another contract on the same system to cover the remaining 20,000 taels worth of merchandise. Thanks to these conveniences Chinese merchants prefer to deal in German merchandise. If they see any chance whatever of a profit, however small it may be, and do all they can to foster this credit system. It is therefore natural that German merchandise should be successful in developing the China market. While the German merchants adopt this method in their business transactions, the Japanese merchants demand cash in exchange for merchandise. Not only that, but the Japanese merchants often undertake on these terms transactions for merchandise which is not in demand, trusting to the enterprise of their customers to find markets before the documentary credits fall due. This, we are told, is indeed a timid and improper measure. We fail to see it. If Japanese merchants are prepared to accept the risk involved they are not only entitled to reap their reward but to credit for their perspicacity and enterprise. It may be very difficult, as we are asked to believe, for Japanese merchants to develop their business in China in face of the keen competitive methods prevailing, but we see no reason to criticize them for shipping goods in anticipation of a demand arising.

From another source we gather that the conveniences granted by German merchants to their Chinese constituents are seriously affecting the demand for this country's merchandise. Moreover, the Chinese complain of a tendency on the part of Japanese manufacturers to disregard questions of quality and the necessity of regulating their output as the demands rise and fall. Mr. Miyazaki has been sent to China by the Department of Agriculture and Commerce. Before setting out he was advised the Osaka Chamber of Commerce to strive hard to develop Chinese trade. He is to return shortly to consult with the authorities about the matter. It is stated that the Osaka Chamber of Commerce considers that the China Trade Investigation Association should make full investigations and publish particulars as to the alleged inferiority of goods or of excessive shipments. Arrangements, we understand, are being made to give effect to this view.—Kobe Herald.

DR. WU AND EDISON.

RETIRING MINISTER HAS A TALK WITH GREAT INVENTOR.

Just before his departure from the United States, Dr. Wu Ting-fang paid a visit to the laboratory of Mr. Edison, the great inventor. Dr. Wu was the guest of Mr. Charles R. Flint, the American business man whose interest in China and the Orient is well known. The New York newspapers gave much space to the meeting between the Chinese diplomat and the Wizard, as they like to call Mr. Edison. One of them tells the story in this way:—The Wizard of Llewellyn Park, N. J., invited the distinguished Chinese to inspect his great plant, displaying electrical devices and elaborating on his plans of growing cement houses, and finally asked Dr. Wu to talk into a freshly charged Edison phonograph. Nothing daunted and without a moment's hesitation, Dr. Wu seated himself and spoke into the record about as follows:—"December 24, 1909. Mr. Edison has just shown me a great many wonderful things that he has invented. He is a great man. I have heard about him for many years and have always wanted to meet him. He also heard of me, and I think we are both glad that we met. He is a remarkable inventor, but this is the twentieth century, the age of great things. Mr. Edison is still a young man, and he will do still more many things."

Dr. Wu laughed heartily when a fraction of a second later his own words reverberated back at him. He arose, shook hands with Mr. Edison and asked, "Have you ever visited China?"

"No," replied Mr. Edison.

"Well, I want you to come over to see me. I will treat you to some fine birds' nest soup."

"All right, I'll call on you some day," said Mr. Edison.

"Do so," said Dr. Wu. "I'll come back and see you again twenty or thirty years from now, and you'll show me some more wonderful things. We can live that long because we know the right way to live."

Mr. Charles R. Flint, American financier, who is largely interested in Russian and Chinese enterprise, and who was host to Dr. Wu on this trip to New Jersey, which included a luncheon at the home of Mr. Franklin Murphy, formerly Governor of the State, observed:—"Mr. Edison, Dr. Wu is the quickest man at repartee that I have ever met. The other day when we were in Philadelphia he delivered an address on Chinese customs. He expatiated on the habit of Chinese women binding their feet, and told what suffering it caused and what a foolish thing it was altogether, and just added incidentally:—"I wonder if it is as bad as wearing tight laced corsets!"

"Yes," he laughed Mr. Edison, "he's on to the white man, all right."

"Don't you think," said Mr. Flint, to Dr. Wu, "that instead of a large number of Chinese coming to this country the soundest economic policy would be for the Chinese to induce American brains and money to take part in the development of their unlimited resources?"

"Yes," replied Dr. Wu. "I do not believe in Chinese laborers coming to the United States. It is good for our merchant and tradesmen to come here to familiarize themselves with Western ways, but China now needs its own laboring men to develop her own resources. In the next ten or twenty years China is going to develop in a wonderful way. If you want to see China, the old China, you will have to visit us now, because in a few years we are going to become modernized."

To-day's Advertisements.

TO LET.—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Hongkong, and March, 1910. [253]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "FLINTSHIRE,"

Captain G. C. Cundy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents, Hongkong, and March, 1910. [219]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents, Hongkong, and March, 1910. [210]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG,"

having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. on the 4th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, and March, 1910. [8]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE H. A. L. FROM EUROPE.

"C. FERD. LAEISZ,"

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 18TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Maine, and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON—Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent, Corner Padder Street and Praya (opposite Blake Pier).

12.]

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamship

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	THURSDAY, 3rd Mar., Noon.
MANILA	"LOONGSANG"	FRIDAY, 4th Mar., 4 P.M.
SHANGHAI	"CHOYSANG"	MONDAY, 7th Mar., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 8th Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 9th Mar., Noon.
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 213 Hongkong, 2nd March, 1910.

13.]

CHINA NAVIGATION CO., LTD.

SAILINGS, SUBJECT TO ALTERATION.

For

For	Steamers	To Sail
CEBU & ILOILO	"SUNGKIAN"	3rd Mar., 4 P.M.
SHANGHAI	"CHENAN"	3rd Mar., 4 P.M.
TIENSIN	"YUEKOW"	3rd Mar., 4 P.M.
AMOI, NINGPO & SHANGHAI	"YUEKOW"	3rd Mar., 4 P.M.
SHANGHAI	"LINAN"	5th Mar., Daylight.
MANILA	"TAMING"	5th Mar., 5 P.M.
SHANGHAI	"ANHUI"	10th Mar., 4 P.M.
SHANGHAI	"CHINHEUA"	13th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar., 4 P.M.
MANILA	"TEAN"	15th Mar., 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "NUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Lintan*, *Chinheua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 66 Hongkong, 2nd March 1910.

14.]

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	8540	A. Fraser	MANILA	SATURDAY, 5th Mar., at Noon.
LAURO	8540	R. Rodger	"	SATURDAY, 12th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th February, 1910.

15.]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via SHANGHAI, MOJI, KOBE AND YOKO.	"FITZPATRICK" Capt. R. E. Hutchinson	—	FRIDAY, 4th Mar., at Noon.
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd Mar., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOI	"SOSUO MARU" Capt. T. Sugii	THURSDAY, 3rd Mar., at 10 A.M.
TAMSUI v. SWATOW & AMOI	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 6th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOSHOW	"BUJUN MARU" Capt. Y. Fushio	THURSDAY, 10th Mar., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd March, 1910.

T. ARIMA, Manager

16.]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTAMARU" Capt. W. Thompson, Tons 9000 "KANAGAWA MARU" Capt. J. Nawa, Tons 7000 "HI ACHI MARU" Capt. N. Mathieson, Tons 7000 "MIYASAKI MARU" Capt. T. Murai, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE	"TAMBA MARU" Capt. K. Sato, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU" Capt. S. Ishikawa, Tons 7000	TUESDAY, 20th March, at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6000 "YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 18th March, at Noon. FRIDAY, 15th April, at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	"BINGO MARU" Capt. G. C. Hurry, Tons 7000	WEDNESDAY, 9th March.
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SHANGHAI, MOJI AND KOBE	"YETOROFU MARU" Capt. A. Keith, Tons 5000	WEDNESDAY, 16th March.
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KOBE and YOKOHAMA	"IYO MARU" Capt. T. Harrison, Tons 7000 "KITANO MARU" Capt. E. Cope, Tons 9000	FRIDAY, 11th March, at Noon. THURSDAY, 17th March, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 16th March, at Noon.
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† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

17.]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

via PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd February, 1910.

18.]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI"

Captain Picher, will be despatched as above on or about 16th March.

For Freight, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 2nd February, 1910.

19.]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mohed*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India, will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *India*, due in London on 15th April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 19th February, 1910.

20.]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VINCOUVER via SEATTLE

MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain Sailing Date

Kumeric 6,332 J. Mathie 16th March

Americ 4,363 J. Boyd 7th April

Swania 4,557 F. W. Davies 2nd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, General Agents

Queen's Buildings Hongkong, 1st March, 1910

21.]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

" "

For further particulars apply to

P. A. LAPICQUE & CO., Agents at Hongkong,

No. 4 Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

22.]

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROWN.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD., and

SHU ON S.S. CO., LD.,

No. 7, Queen's Road West.

Hongkong, 4th April 1910.

23.]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING"

Captain A. E. Gentles, will be despatched for the above Ports on FRIDAY, the 4th March, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th February, 1910.

24.]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on SATURDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th February, 1910.

25.]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RATES AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125.	\$125	\$1,500,000 \$1,510,000 \$150,000	\$2,007,819	Interim of £2 for account 1909 @ ex 1/91 = \$22.72	4 %	\$950 buyers London £88.10
National Bank of China, Limited	99,925	7	6	\$4,000 \$130,000	\$30,552	\$2 (London 1/6) for 1909	\$73 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,381 \$102,797 \$118,000	none	\$10 for 1908	7 %	\$160 buyers
North China Insurance Company, Limited	10,000	15	15	Tls. 225,000 Tls. 115,253 Tls. 146,586 \$2,000,000	Tls. 207,572	Final of 7/6 making 15/- for 1908	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$2,000,000 \$198,842 \$105,240 \$652,500 \$1,000,000 \$104,405 \$199,261 \$1,000,000	\$2,454,897	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$104,405 \$199,261 \$1,000,000	\$707,617	\$12 and bonus \$3 for 1907	7 %	\$250 buyers
FIRE.								
China Fire Insurance Company,	70,000	\$100	\$30	\$1,000,000 \$438,668 \$128,801 \$1,434,172	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$175 sellers & wa.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,434,172	\$368,711	\$27 for 1907	7 1/2 %	\$362 1/2 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$7,095	\$1 for 1906	\$2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,831 \$100,000 \$100,000 \$103,545 \$19,100	Nil	\$1 for year ending 30.6.1908	\$52 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$67,500 \$103,545 \$19,100	\$20,766	Final of \$12 for account 1910	7 1/2 %	\$504 ex-div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	£240,000 £240,000 £240,000 £240,000	£23,755	£8/- for 1907 on Preference shares only @ ex 1/9 11/16 = 33.154	...	\$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	£240,000 £240,000 £240,000 £240,000	£23,755	3rd in. of 2/- per sh. (coup. No. 15) making in all 4/- for '08 & interim of 1/- for ac. '09	...	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000 £2,000,000 £2,000,000 £2,000,000	£68,817	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$48,983	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$144
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$56,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$169 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$1,258,891	\$3 for 1897	\$50 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	Tls. 600 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£175,000 £175,000 £175,000 £175,000	£1,481	Final of 1/6 making 3/- for 1909	7 %	Tls. 184
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 20 buyers
Raub Australia Gold Mining Company, Limited	150,000	1	18/10	£4,178	Dr. £2,192	No. 12 of 1/- = 48 cents	\$6 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$300,000 \$26,806 \$20,000 \$2				

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

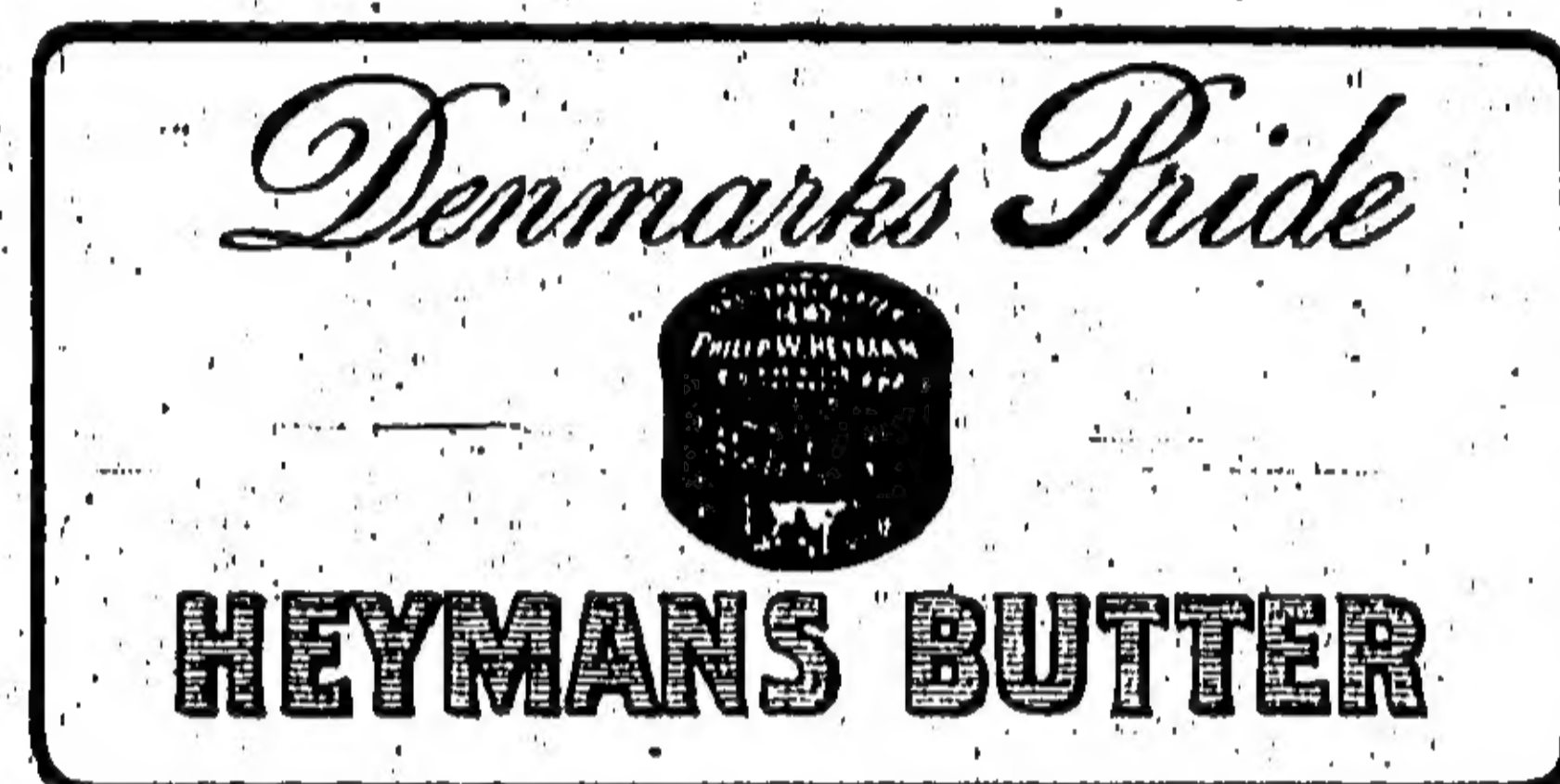
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

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LEE YEE
HAIR-DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE
12 D'AGUILAR STREET,
HONGKONG.

MOHIDEEN & THAHA.
FINEST ASSORTED
COLLECTION
OF
CEYLON
JEWELLERY
AND
GEMS
of all kinds in stock.
Gold Guaranteed.
2B, D'AGUILAR STREET,
HONGKONG.
Hongkong, 2nd March, 1910

MOTOR CARS
FOR HIRE.
THE ONLY GARAGE IN TOWN.
MOTOR BOATS
FOR HIRE
ALWAYS AT BLAKE PIER.
NEW BICYCLES
FOR HIRE and SALE.
GENERAL REPAIRERS
OF
TYPEWRITERS, BICYCLES
and MOTORS.

OSMAN & CASUM,
1 & 3, D'AGUILAR STREET.
JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.
MUSLIN and FIGURED VOILES.
LACE and EMBROIDERIES a specialty.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.
Samples on application.
Cash, Port, Orders carefully
executed.
HONGKONG, 6th September, 1909

HONGKONG CYCLE DEPOT.

13 and 15, Des Vaux Road.

HONGKONG, 6th September, 1909

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